STATEMENTS OF LORDS AND LABORERS.

Cambetta at the Grave of Baudin.

HE ASPIRES TO THE PRESIDENCY.

Rivel Manifestoes of Sagasta and Zorrilla in Spain.

THE POPE AND THE FRENCH ASSEMBLY.

Benedetti and the Prussian o Government.

The steamship City of Paris, Captain Mirehouse, som Liverpool the 26th uit., via Queenstown the 97th, arrived at this port last evening with two days

ENGLAND.

The New Secial Movement Once More-Statement-The Lords' Position in the Mat-

The London newspapers of the 25th ult. publis

We have been requested to publish the following statement with reservoise to recent funors as to a supposed "new social movement." It would have been published sconer had it not been for the dimensity of consultation between persons widely scattered and much engaged.

Early in the summer Mr. Scott Russell applied to ene of the gentlemen waose names have been mentioned in connection with this matter, on behad of a representative council of Worsingmen, of which he was chairman, and he expressed a strong wish that some leading members of both houses should soment to act together in considering the reasonable requirements of the working classes and such tegislative measures as might be proposed to them. He urged that friendly relations between two bodies so constituted might have the good effect of averting allenation of feeling between classes; he offered to be the medium of communication; and he wished it to be understood, if the plan proceeded ished it to be understood, if the pian proceeded it was to be wholly unconnected with politica y or party designs and strictly limited to the a of an object of national importance, uit of this application was that a certain of noblemen and gentiemen consented to her, in compliance with the request of the men's Council, and they overseed these ictter, to consider any sugge

fr. Scott Russell.

In the absence of Mr. Scott Russell at Vienna no arther communications have as yet taken place, for have any resolutions been signed or sanctioned by the gentlemen in question.

MEMORANDUM,

At the request of Mr. Scott Russell, as Chairman of a bouncil of Representative Workinguen, we the undersigned have consented to consider, in a friendly and impartial point, whether and in what manner we can co-operate with his council in measures calculated to remove the disadvanages when affect the well-being of the working class.

We appreciate the confidence thus shown to be placed in

eserve to ourselves the most unfection of objects and in the modern ares proposed to us for considerations ourselves free, either collectively

JOHN MANNERS, JOHN S. PAKINGTON, STAFFORD NORTHCOTE, GATHORNE HARDY,

The Position of the Workingmen. On the following day the following appeared in London newspap We are requested by Mr. George Potter to publish

The Council of Workingmen trust to your sense of fairness rule insertion of the following statement, which contains a facts, so far as they are concerned, in rezard to the nego tions touching the so-called "New Political Alliance." use months since Mr. Ecott Russell invited several principles of talking over principles.

FRANCE.

At the Grave of Bandin-Inanguration of lonument to the Memory of Baudin enes Around the Grave-Description of the Monument-Extraordinary Speech of Gam-PARIS. Oct. 13, 1871.

Some weeks age there cocurred one of those scenes which should not be suffered to pass unde-scribed, if any words can describe the touching ony in question—a ceremony which was filled the hearts of all true democrats with a serene and pleasing metancholy. It may be divined that alluthe immortal Baudin, the unbought, the unpurchas able representative; a monument paid for out of the awaited for some time. But even the subscription has a history of its own. The funds had, in the solemnity, from the municipal strong box of the Municipal Councillor, M. Mottu. A spienetic Englishfunds for so plous a purpose, a man who has traversed all Europe in search of the very the good people on that affecting occasion reminded drawn out of a well. However, on receipt of the funds, and after nature had been suffered to have effusions of sentiment, a committee was appointed which immediately went to work and examined accessively all the plans for the monument which were submitted. Their choice soon fell, without much discussion, upon the one just mangurated.

THE TOMB OF BAUDINthe work of a man still young—unites to true artistic merit the advantage of presenting to the mind images and ideas that are truly republican. was one rock in particular to be avoided. The unhappy Baudin, while living, had passed unnoticed in the ranks of the and, however courageous his death, one might, in thinking of him, say, like Hamlet after ho had struck Polonius, "I took thee for a greater than excess of zeal hath its danger," The sculptor has happily steered clear of the difficulty. In the Genedemocratic ideas and events Baudin was the creator of Gambetta. Without the manifestation of November 2, 1868, and without the trial attempted by M. Pinard, the genius of Gambetta would have been retarded for some time, and have found no opportunity to expand but under the Commune. To speak, therefore, of M. Gambetta is to speak in the same breath of M. Baudin. That is precisely what the artist saw, and explains at once the concen-

which is placed on a pedestal about three feet long by four wide. The unfortunate Baudin is represented falling mortally wounded. His right hand grasps a broken flagstaff; his left seems to make a gesture of despair; but an unexpected apparition fixes his falling sight—a woman of a bold and easy mien, her nead crowned with the Phrygian cap, extends to him a medallion whereon is the profile, so sweet, so pure, of Gambetts, and with her finger see points to the short but subtime inscription:—"He will avenge thee," This wonderful creature is France, An ineffable expression spreads tiself over the convulsed countenance of the unhappy Bandin, and he seems to say, "Then I die contented." The overpowering effect of this group has perhaps been borrowed from a drama which was played at the Porte saint Martin about the year 1859—"The Shipwreck of La Perouse." In the last act the heroic navigator and his companions, stranded upon an inhospitable rock, are quite prepared for their last sleep, when the curtain at the far end is slowly raised, revealing the Constituent Assembly in session, where it is decided that an expedition shall be sent in search of them. This delicate attention was, of course, consoling to the castaways, who thereafter awaited their end with a good deal more resignating. But way dwell upon esture of despair; but an unexpected apparation

pedition shall be sent in search of them. This delicate attention was, of course, consoling to the casta aways, who thereafter awaited their end with a good deal more resignation. But way dwelt upon the frivolities of detail! However much or little of originality in the first conception, the execut on is extremely remarkable and does the greatest honor to the youthful rival of Michael Angelo. M. Courbes himself would pardon the use of symbolical figures in one who makes so good a use of them. The Bas BELIEFS

which adorn the lour laces of the monument would each merit a detailed description. We are obliged, unfortunately, to limit ourselves to a lew general indications. The first one represents M. Gambetta preparing his speech for the Saudin trial. The scene is tumultaous and agitated. We are at the Case Riche, which is filled with a noisy crowd of customers. While a waiter is bringing a lager M. Gambetta perceives the shade of Baudin, which, visible to him alone, inspires him with a harred of fyrants and a love for the post of dignity. Second bascellef—M. Gambetta pronounces his speech. Here the scuiptor has been able to display all his profound science of drapery. The togs of Gambotta is studied with particular care. One feels that immortal truths are about to issue from its folds. The linid bas-relief is M. Gambetta in a bahoon, enveloped in furs; beside him a cuckoo clock, which strikes to awaken the soul of France, an image at once grand and familiar. Finally, in the lourth, which is treated in the antique manner, M. Gambetta is seen semi-inde, like ancient neroes, wreathed—I will not say crowned—with laure, his breast mail-clad, a sword in his hand, dictating to the faithful Spuiler the builetin of the famous victory of Epinay, near longumeau, and that other where Trochu is compared to Turenne. For the sake of unity it was necessary that Spuiler should be also very slimly clothed, and to this necessary we are happily indebted for two magnificent studies of the forces in the occasion has preserved its char

And now, chidren, I address myself to you. You are the hope of the country. It is from you must come the moral and material regeneration of France. Do not, then, allow yourselves to be brufalzed by a machine-like obedience nor by a vain discipline. Learn to read: but learn, above all, to think. Demand the free expansion, the untrammelled development of your instincts. All is holy in man, provided he make it subserwient to an end—that of founding the republic.

of founding the republic.
DISAPPOINTED AT HIS TREATMENT.
Iter some applause, which was repressed culty, M. Gambetta resumed in these words difficulty, M. Gambetta resumed in these words:—
Many of our friends would have come to join us if they
could. You understand what I mean. It is heartrending to
think that in a republic the best republicans—those who have
the first opened to me the public arena—should soffer far
from their own, and that the rescrion should rulle itself at
the base mention of that beautiful word, "annesty."

energetically by the hand. A "proscribed" of 1-52 asked permission to kiss M. Mottu. This civic kiss was the just reward due him, and we are convinced that the numerous subscribers will be grateful to the citizen councillor for the intelligent use made of the funds condided to him.

FRANCE AND GERMANY.

Pac Prussian Government and M. Benedettl. The Berlin correspondent of the London Dally News, writing under date of the 23d, has the fol-

Where has the German government obtained the materials for the terrible reply which the Sucis Anzeger has just given to Benedeth a pretended disclosures of what really took place between France and Germany in the Belgian business? It is asserted that they have been found in the imperial palaces near Paris. It must be said that this does not sound very probable. The important State papers bitherto found referring to the second Empire were all discovered in the Tuileries, and there nobody else could have found them but the Government of National De once. But then how could they fall into the hands of the German government? We are evicently not yet at the end of revelations; the whole truth probably will never come out what is now quite certain, and it gives great relief to the public here, is that Bismarck did not cause the war. The war was really a gam ter's act of despair on the part of the Emperor Napoleon. That ill-advised sovereign thought himself compelled to play double or quits. He did not believe his throne safe without jurther annexations, probably in consequence of the numerous opposition votes of the sudiers on the occasion of the last pebiscits. Why did they admit soldiers to the suffrage in France as well as in Germany? For the pattry advantage of an insenting the sudiers of the suffrage in France as well as in Germany? For the pattry advantage of an insenting the sudiers of the suffrage in France as well as in Germany? merous opposition votes of the soldiers on the occasion of the last phiscite. Why did they admit soldiers to the suffrage in France as well as in Germany? For the pality advantage of an insegnificant increase of snam electors supporting the government they ran the featfairtsk of opposition veces in the teeth of military discipline, every single one of which counterbalanced a thousand obedient votes. And a military government like that of the empire could not but get nervous at such an ominous symptom, and then acted, not as reason advised, but as fear dictated. It is renerally known here that in private conversations with the French Ambassador Prince Bismarck never informed him that the Emperor Napoleon would find Prussia opposed to the amexation of Betgrium. In fact, Bismarck himself last year indirectly coniessed this to the Re chstag. What he then said in his defence is intelligible enough. Better all he had to inform himself what France really was driving at; and then he had to put to himself the question if to decline and to remonstrate would not have brought on the war at once. really was driving at; and then he had to put to himself the question if to decline and to remonstrate would not have brought on the war at once. The only policy for Germany in the state she then was in was to procrastinate. Another question is whether he outht not to have communicated to other governments the overtures made by France. It is said that he actually attempted this, but found no credence. This is a great pity, for the war might have been prevented by the power of public opinion in Europe, had that opinion been aroused in time to warn the French Emperor, and at the same time provide him with an excase for his own supporters.

ROME.

Reply of the floly Father to the Address of Forty-eight Deputies of the French Assem-

dress signed by forty-eight members of the National Assembly. The letter is specially addressed to M. Gabriel de Belcastel, the well known legitimist Deputy for the Haute-Garonne, who was chiefly intrumental in getting up the address:-

strumental in getting up the address:—

To OUR BELOVED SON, BELCASTEL, AND HIS COREPRESENTATIVES OF THE PEOPLE IN THE NATIONAL ASSEMBLY OF FRANCE,
PIUS IX., POPE.

Dear sons, greeting and Apostolic blessing:—
We congratulate you, dearly beloved sons, who are
charged with the difficult function of restoring the
public order, disturbed by a long and cruel war.
Amid the troubles attending the reconstruction of
institutions which have been upset by a formidable
insurrection of criminal men, you have remembered
that in the fulliment of so difficult a
task it behooves you to turn your gaze
toward God on high, and to begin by
affirming his rights and those of the Church, in order to draw counsel for yourselves and efficient toward God on high, and to begin by affirming his rights and those of the Churca, in water to draw counsel for yourselves and efficient help for your unfortunate country from the real fountain head of light and justice and authority. As your misfortunes have been the fruit of wayward doctrines that had weakened latth, corrupted selence and morals, and as in consequence it behooves to make it clear that the remedy consists in the rejection of these doctrines, we regard as very felicitous your act of full submission to the definition of the Gouncil of the Vatican and your actodit devotion for the seat of truth, which has received from lieaven the mission to crush error and with it to tear up the roots of evil. But it is evident that the Church cannot fulfil this mission as well as the other dulies of her supreme ministry freely and efficiently unless she enjoys herself a sovereign liberty, outside the rule of any other power. For this purpose Divine Providence has endowed her with a civil principality in her own right. This is the reason why the sacrilegious oppression weighing upon her and the usurpation of her domains have aroused throughout the universe the hearts of the faithful whose sacred rights are thus trampled upon. And this sacrilegious oppression and usurpation have likewise inflamed your zeal to stigmatize such an offence, and to spur on the leaders of peoples, chiefly those of your country, to redress such a great wrong. This religious zeal is an incontrovertible proof of your faith and puety, it is a testimony to the independence and drimbess with which you fulfil your mandate. It gives also the hope that the greater number of your colleagues, mowed by a deare for the good of the Church and the country, will come to share your convictions and give you the aid of their forces. This, assuredly, is what we fervently ask of God—we who see the salvation of France and of the whole universe in re-establishment of religion, truth and justice—and we beseech Him with all our soul to help you in your difficul

sheet, and twen not until the fish of September, shorty and the control of the service of the control of the co

path of the most advanced nations. In the lan history of the country it was a complete changement and political order, like the changes of game bodies in paters.

the contributor who pays.

The manifesto declares that the policy traced out above is the firm purpose of the signers. They add that to fuse into pericet unity its fractions which, progresistas at bottom, have gone more or less beyond the limits of the political ideal they had prior to 1863, but which possess the unity of a common interest in the constitution of 1.63, recognized as the emblem of their common banker, had been and ever would be the rule of their conduct. They allege that, fortunately for Snam, these elevated projects in the constitution of their conduct. whose programme traced out the only ssible in the future for any government pre-to call itself progressist or presuming to be

tending to call liself progressist or presuming to be radical.

An exhortation follows to crown the enterprise only commenced by that Ministry by raising the public spirit. The progressist democratico party is declared to possess fixed principles which serve it as a polar star, and common aspirations to stimulate it in the road of practical government. It only needs robust organization. For this end its Junta Directiva had been formed to consolidate its forces and to direct its action. It had also what political parties, like armies, need above everything—a chief who has galinered the radical hosts round his shield—and it has a glorious example to excourage it and a hight to guide it. The litustrious General Espartero is pointed out as the light and the example. The chief is not named, but everybody knows huis Zorrilia is meant, as he is recognized formally as the teader of the party over Sagasta. Olozaga and all the other aspirants.

The "Dissidents," as Sagasta and his friends are called, are next alinded to, but in terms gentle and considerate, and the reverse of violent.

To organize ourselves unde r such favorable a simple work, and is already almost complet if there he scale discontents, our conduct will de-

The reference in the next paragraph is unmitably pointed and very decided. It plainly says you won't come with us, step away."

If, untertunately, there be some so poor in spirit as to place personal considerations before the common good, and to persecre in their hostlitty, let them go where, in evi hour, their extravagance may lead them. Separations of this sort, so far from debinating political parties, purify and strengthen them.

The manifesto next alludes to a circular the Junta Directiva are preparing, and concludes:-We ask, in the meantime, your counsel to enlighten our march and your co-operation to carry to a head our work, resuced to these simple terms—the planning of Herry in our soil and its consolidation by the dynasty of Savoy, its strongest sheet and most genuine representation.

This manifesto is signed by 101 Deputies and 40

## YACHTING.

The International Yacht Races-Keel and Centreboard Vessels-The Influence of Yacat Bailaing on Naval Architecture. TO THE EDITOR OF THE LONDON TIMES :-

SIR-I hope you will faver me with as small a space as I can condense my remarks in to reply to the animadversions of your anonymous correspondent "Knickerbocker," on my statement given in the *Times* of Friday last.

It is because I do know American waters and

"the sailing craft thereon" that I was able to make the statement I did, which was intended to be of a general nature and to apply to the best form of vessel the naval architect can design for carrying, sea-going qualities and speed; and although 'Knickerbocker's terms my description of centreboard schooners as "richly ludicrous," he confirms my fact when he describes at great length that "useful vessel" as being designed for and used in "the generally shallow harbors of the United States,

which are inaccessible to vessels of deep draught,"
I have been on board and have examined vessels in America of that class of nearly 400 tons, and admired their usefulness for the shallow rivers and creeks where they are required, and I have equally in the shallow waters of Holland admired their flat-floored seaboard craft, and nearer home our spritsall flat-bottomed scaboard Thames barges; but after a study of such matters for forty years it never occurred to me to look upon them in the

never occurred to me to look upon them in the same light of excellence for sen-going purposes as our unconquered China clippers, the yacht Livonia and the American yacht Sappho.

Now, the Livonia is an ordinary deep keel seagoing vessel, with head room in her cabins for a man six feet high, with his hat on; in fact, a large carrying vessel, as contrasted with any American sliding-keel yacht of her length and breadth, and I loserve from the New York Yacht Club book before me that there are forty-one vessels or thereabous in that important club, and as the majority are, like the Livonia, keel vessels, it was noped they would have selected one of that kind to oppose her rainer than one of a nature that in this country, where we fancy we do know something about match salting, is considered ineligible for racing.

oppose her rather than one of a nature that in this country, where we fancy we do know something about match sailing, is considered ineligible for racing.

"Knickerbocker" says it is "childish foily to pretend that yacht building has any influence upon the naval architecture of the present day." Now, allow me to bring under his notice two improvements out of many that have come to my notice. When building the Livonia Mr. Ashbury sent to New York, to the best maker in that city, for the cotton canvas to make the sails. When this became known in England our great cotton spinner. Sir Eikanah Armitage, at once made a trial sample and presented it to Mr. Ashbury for a spare suit of sails, and it is so very superior in all respects in the perfection of its manufacture that "Knickerbocker" may rely apon it that it cotten is to supersede flax canvas (which I doubt it will be English, and not American, that will benefit the sailing fleet of this country. An Englishman named Saunders invented and used a very ingentons spring or buffer, and the first vessel in which I saw it used was the American yacht Sapplio, in 1875, and no doubt it is now intrest used in the States, to the benefit of their merchant fleet, Does "Knickerbocker" see any "childish foily" in these two examples of universal gain brought about to the shipping interest of the world through the entire-board or fee-board centuries ago, and that it naturally made its way to New York" foug before

centre-board or lee-board centuries ago, and that it naturally made its way to New York long before its afleged invention in England by Captain Shank, it. N., in 1790.

R. N., in 1790.

"Knickernocker" must allow me to correct him.
It was the lee-board that was used in Holland and
in England too, ceaturies ago; and to an English
uaval officer alone is due the invention of the less
heefal ceature-board, which is quite discarded in

by our Admiralty in 1783.

I am glad your American reader adopts my correction about the absurdity of calling the cap in question the "Queen's Cup," and I hope he will try and induce his countrymen to call it by its right name. I have received from New York the morning the New York Herald of the 16th last., and I have before me the New York Tenes of the 6th inst., both persisting in calling it the Queen's Cup, although they know perfectly well it has no claim to such an honored designation.

I have visited America and examined their shipping from north to south, and occasionally read their newspapers, and form my opinion of the feeling that exists in that great country concerning the current races from such paragraphs as ine following from a leader in the New York Times of the 6th inst., which I commend to the consideration of "Knickerbecker" as a peroration to my letter more convincing here town the decease of the with here well and the sum of the convincing here town the decease.

wound up us long letter in length of selecting a yacht or yachts in which the interest of the club shall be vested, and in case hasy were to select the Columbia, Sappho, Dauntiess and Palmer, with the Dreadnaught as a spare boat in case of accidents, we have kitle or no lear of the cup changing hands, and our English visitor would have every reason to be sattled with the treatment his yacht received." I am, sir, your obedient servant,

HENRY LIGGINS.

No. 3, Ladbroke square, W., Oct. 24, 1871.

The Livenia and the Columbia-"Racing Machines" Again.

An American, signing himself "Knickerbocker," writes as follows in the London Times:—

A paragraph in the Times, referring to the yacht races now in progress in New York harbor, contains a statement, on the authority of Mr. H. Lingins, which does mustice to the American yacut, and to watch, I trust, you will permit an American reader of the Times to reply. Alluding to the Columbia as a new centre-board schooner of great speed Mr. Liggins observes:—

Many of your non-nautical readers may be glad to k that vessels of this form of build are not remitted to manatches in England for this reason, that they in no way most the improvement of naval architecture and are termere racing machines. No country but the United Stephenson their use, and here they are and always have sonsidered as pretty toys, not vessels, ever since their in

To one who is at all familiar with America waters and the sailing craft that sail thereon, to above de oriphon of that useful vessel, the America centre-board schooner, is richly indicrous; but inasmuch as some of your "non-nautical" reader may perhaps know as little of American water craft as Mr. Liggins hemself, and as the draft of in extraordinary observations is to discount and be thitle the performance of the Columbia, I shall than you very much if you will allow me to explain the true character and origin of the so-called Americal "racing machine."

little the performance of the Columbia, I shall thank you very much if you will allow me to explain the true character and origin of the so-called American "racing machine."

The narbors on the coast of the United States are, with the exception of a few well-known and important ports, like Portland, Boston, New Port, New London, New York and Norfolk, generally quite-shallow and inaccessible to vessels of deep draught. On many of these shallow harbors are thriving towns that carry on a large trade with other towns and cities on the coast. On Long Island Sound, for example, the harbors of Stambord, Norwalk, Fradgeport and New Haven are the water outlets to large and populous districts; yet those harbors are so shallow that vessels drawing over twelve feet cannot approach the wharves; hence it is of the first importance to have vessels that will carry large and neavy cargoes on a light draught of water, and broad, flat-pottomed schooners or sloops, with centre boards or lifting keels, were found to be admirably adapted to the requirements of the trade and came into extensive use upon all parts of the coast; they were, in fact, the typical vessels of the American centre board schooner of commerce is the reverse of a mere "racing machine" or "pretty toy;" she is a useful and very burdensome vessel, is apt to be very last of the wind, and, with the aid of her dropping keel, she effect achious weatherly qualities which are not surpassed in keel vessels designed to centre board or lee board to vessels designed to

other dropping keet, sate skein exhibits weatherly qualities which are not surpassed in keet vessels of equal size and capacity. The application of the centre board or lee board to vessels designed to navigate shallow waters was adopted centuries ago in Holland, whence it naturally made its way to New Ainsterdam, now New York, long before its alleged invention in Engiand in 1790.

The American centre-board schooner yacht is simply an elaboration of the American coasting schooner, as the English schooner yacht is an elaboration and adaptation of the English coasting and saining schooner. The yacht builders of both countries work upon the types that are familiar to them. They are clever mechanics, but have little or no scientific knowledge, and, as a rule, they rely solely upon their close observation of the lines of successful vessels, which they often after and in some improve; but they hold fast all the time to the leading leatures of their standard and familiar model. prove; but they hold fast all the time to the leading leatures of their standard and familiar model. Hence all the efforts of the British yachtbuilder are devoted to the improvement of a model that is believed to be the best for the navigation of the deep and often stormy seas that surround Great Britain while the American yachtbuilder strives to bring perfection out of the broad, flat model, which he believes to be superior to all others. Both ann to produce vessels of nurvalled speed, and in fact efforts to attain this end both are forced to sacrifice stowage capacity and other qualities which are essential to profitable employment in trace and to comfort at sea. Where all is given up for speed a yacht necessarily becomes a racing machine, be she an American contre-beard or an Enginea keet vessel. I beg, there fore, to submit the proposition, that it is hardly fan to condemn the one and exalt the other, or to object o submit the proposition, that it is hardledown the one and exalt the other, or to d to a representative American centre-board to her powers against a representative English can racing yachts. Those vessels are utterly useless for any purpose other than that for which they are designed. Years ago, when despatches were forwarded across the sea by salling vessels, an extraorainarily fast yacht might have done good service or some pressule amargement, but that der has learn orionarily fast yacht might have done good service on some pressing emergency; but that day has long since passed away, and it is childish folly to pretend that yacht building has any induence upon the mayal architecture of the present day. So far as the yacuts are concerned, they have ceased to be snything more than "pretty toys," and discussions upon the relative merits of centre boards and keels must soon cease to have any interest for the public; but not so should be our interest in the yachtsmen and their exploits. The men and not their vessels should casilenge our admiration and respect. No Englishman and no candid American can rightfully refuse to Mr. Ashbury high praise for the pluck and perseverance with which he is contesting the palm of yachting superiority. His expeditions of last year and this across the Atlantic are splendid exhibitions of the spirited qualities which the manly pursuit of yachting is almost sure to develop in those who follow it with ardor. In the influence upon its vocaries lies the great caim which yachting tholds upon the consideration of the people of England and the United States. As we have mutually agreed that our contests by sea and land shall increatoria be triendly and peaceful, we may well let all pairty disputes over the merits of their vessels give piace to our admiration of the gallant yachtines of both conterts for nautual honors.

Still Harping on the Centre-Beard or Lec-

Still Harping on the Centre-Board or Lec-Board Question.
TO THE EDITOR OF THE LONDON TIMES:-

To the Editor of the London Times:—

Sir—Surely "Knickerbocker" makes a slight mistake when he talks of "the centre-board or leeboard" as having been used for centuries in Holland. They have nothing whatever to do with each other, and I question very much whether there is a Dutch built "centre-board in existence. I certainly never saw one. I believe there is good reason for stating that the "centre-board" system was the invention of Commissioner Shanks, of the Naval Board. The first vessel so fitted was the Lady Nesson, a brig of sixty-five tons, and destined for Australian exploration. "She was composed of three parts, or broad planks, fitted with corresponding sockets or openings, which went completely through the vessel." Very different from a leeboard. Some interesting matter on this subject may be found in "Rosse's Van Dieman's Land Annual for 1835," or the Australiasian for May 21, 1870. Your obedient servant.

YACHTING NOTE.

Yacht Eva, N.Y.Y.C., Mr. Macy, from New York, passed Whitestone yesterday en route for Glen Cove, to lay up.

THE LUTHERAN OHURCH

ROCHESTER, N. Y., Nov. 7, 1871. The General Council of the Lutheran Church of America to-day formally accepted their charter, recently granted by the Legislature of Pennsylvania. The Trustees named are Rev. Drs. Krantia, Schaeffer and Passavant, of Pennsylvania; Rev. E. Carisson, of Calcago; Rev. J. H. Sicker, of St. Paul, Mind., and Messra. S. Gross Fry, of Philadelphia, and R. R. Kelier, of New York.

The action of the Council last year in reference to one of the rubrics in the Church book was rescinded.

Professor Sigismund Fritschell, of Iowa, presented an official communication from the Lutheran Conference at Leipsic, Germany.

An interesting report upon the Casile Garden Mission at New York was submitted by Rev. Mr. Norberg. The members of the former Committee on Home Missions were re-elected. America to-day formally accepted their charter, re-

THE HUDSON CHURCH TROUBLES. An Investigation of the Catholic Church

Troubles Ordered by the Bishop. ALBANY, NOV. 7, 1871. The Bishop has issued the following letter relative

The Bishop has issued the John Holling to Church troubles at Hudson:—

EFISCOPAL RESIDENCE, ALBANY, Nov. 7, 1871.

The Bishop has appointed Rev. Fathers Dairy, Walworth and Moerthejen to Investigate the Catholic Church troubles in Hudson.

P. LUDDEN, Chairman and Secretary.

In accordance with this appointment the commit-tee propose to meet at Hudson on Monday, Novem-

## BOLIVIA.

erican Enterprise Opening Up Its Vast and Fertile Regions to the Commerce of the World-The Amazon Navigation Scheme-A Railroad To Be Built Around the Rapids of the Madeira-Abandant Capital Already Subscribed-The Reception of Colonel Church at Cochabamba The Present and Funre Cost of Freight to the Interior.

LA PAZ, Bolivia, Sept. 20, 1871. It is seldom that Bolivia affords material for s tter. This time, however, your corresponde no cause for complaint. The HERALD, with a keen interest in all that conserns the movement of civils zation in South America, and articularly in the Valley of the Amazon, has kept close watch of the operations of Co.onel Caurch for the past three years. It appears now that these operations are assuming no ordinary maganta te, and promise to change completely the enure commercial fortunes o this heretofore neglected country.

THE PHYSICAL PEATURES OF THE COUNTRY. The HERALD has exprained the trade eition of Bolivia, and now all its commerce has through political and other reasons, been fere up and over the Andes in its unpatural cont with the world via Cape Horn. The preparator steps to turn this trade through its natural casane the River Amazon, have required no ordinary labor. The 3,000 miles of navigable stream in Bolivia are interrupted in their flow northward by the one obstacle of the rapids of the River Ma-deira, which are found in a bend of 230 miles of this river at the no theast corner of Bolivi . They are situate 1 almost entirely in Bradillan territory. livis, and, before the war of independence. Spain, tried to negotiate the right of trausit; three centuries of efforts made no impression on the Portuguese and their Braziman descendants.

COLONEL CHURCH'S NEGOTIATIONS. At jast, in 1869, the Bolivian government requ Colonel Church to name the Gordian knot. He proceded to Brazil, arrived at Rio Jane, ro during the great jellow lever season or 1870, and arranged the whole aftair in seventy days. About the same time ment to lend its credit to the National Bohylan havigation Company, of New York, for the negotia-

Navigation Company, of New York, for the negotia-tion of a loan of \$10,000,000 to arry out the works contemplated by this company, he being appointed special agent of the Rovernment to negotiate the loan is the European money markets.

Despite the opposition of the franco-prussian war and no bad impression caused by a Bolivian revolution, which overturned the govern-ment of Meigarejo, in 1879, the negotiation of the loan was passed forward to success, so great were the meries of the esterprise in the eyes of European capitalists.

capitalists.

APPROVAL OF THE NAVIGATION SCHEME.

This whole matter has lately been brought befor the Bolivian Congress at Sucre, and after a search ing debate upon its merits has been warmly approved by a vote of loriviour to ciral. The latter are given over to local and Pacific costs interests and care little for the general good of their country. No enterprise in South America has ever been received with such perfect entausiasm as this. Bolivia feels that it is on the ever of realizing a long cherished idea—the opening of its vast and fertile territory to the world by the easy route of the Amazon River. The

tory to the world by the easy route of the Amazon River. The
RAPIDS OF THE MADEIRA
are to be avoided by a railway 170 miles in length,
entirely within Brazili in territory. It has been necessary for Colonic Church to ovanize a separate
company for this part of the route. This was done
in London last Maron. The road is now under contract with some of the most responsible contractors
in Europe, and is to be finished early in 1874.
Among its privileges and concessions is a large and
very valuable land grant, which gives evidence
that Brazil has also entered into this great enterprise with a theral spirit, and appreciates the nainare of the gigantic results which are within easy
reach. Already Brazil has twenty-two steamboats
running upon the liver Amazon, and these are insufficient to meet the thereasing demands of trade.
It is safe to say that the moment the Madeira and
Mamore Railway is open it will require twice the
number of steamors to accommedate the commerce
that will be given to the world by these 2,506,008

230 miles of falls and rapids, until the last obstacle is passed and the head of navigation on the Madeira is reached.

At this point a large and selendidly fitted expedition of the National Bestvian Navigation Company awaits the arrival of Colonel Church. It company has undertaken the herculean task of placing two steamers above the rapids before the Madeira and Mamore Railway is commenced. Since the days of Pizarro no bolder enterprise has been nudertaken in this part of the world, and certainly none that bromises to make such great commercial and political changes in South America.

Roads RULDING.

Already, in view of all this, the Bolivians are miking efforts to connect their great cities with the rivers. A company has just been organized and the capital of \$1,290,000 raised to build a first class carrival from La Paz to the river Benl. Cocanbamba is making a similar chort to connect testi with a navigable point on the river Chapare, which is a large affluent of the Mamore River. A coasiderable capital has just been subscribed and work commenced for a road to connect the populous and wealthy province of Mizque with the navigable river Chimore.

The reception of Colonel Church at Cocanbamba,

for a road to connect the populous and wealthy province of Mizque with the navigable river Chimoré.

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The city contains not less than fifty thousand inhabitants, one-han of which at least weat out to receive him. Coacaes, horses, mules and every available means of transportation were pressed into service. Bozons of American flags had been made especially for the occasion. Some of them bore inscriptions of welcome, and others were side by side with the flag of Boirtia. All the schools and colleges formed processions, with nowers and banners. The poor people and artisans were dressed in their best; the balcomes were lined with ladies, and showers of boungets and wreaths poured upon the carriage in which the Colonel drove into the city. A splendid lunch was served up under a group of treas in the suborbs, the table being covered by a tastetuity arranged canopy of flags. A similar reception awalts Cohonel Cauren at Santa Cruz de la Siorra. In fact, his veyage through the country is a triumphal march.

Valley of Chisa, containing about 360 square miles of unsurpassed fertility, surrounded by mountains. At his southern end are several gecat takes, which are now to bused for its irrigation. An American company has been formed, with a capital of \$50,000, to anderinke the extensive works required. This company is headed by Henry Meigrs, and the contractors are Haviland & Keay, two Americans well known in South America. A very large return will probably be the reward of their habors, while the agricultural products of the vast ceroal district of Cocaabamba will enable this department of Bolivia to supply atmost all the wheat required by the valley of the Amazon in Brazit.